



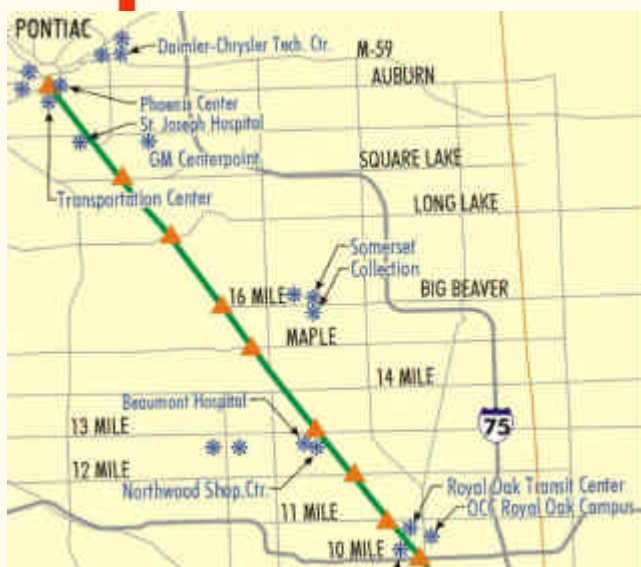
Findings

- Rapid Transit is viable in Woodward Corridor south of 9 Mile Road



Rapid Transit Projections (cont.)

Daily Rapid Transit Station Activity (2025) Woodward Corridor



Location	Access	Daily Ons+Offs	Daily 2-way Load
Pontiac Transportation Center	Auto, walk, bus	1,046	
			1,046
Square Lake Road	Auto, walk, bus	768	
			1,028
Long Lake Road	Auto, walk, bus	66	
			1,036
Big Beaver	Auto, walk, bus	62	
			1,020
Maple Road	Auto, walk, bus	73	
			1,037
14 Mile	Auto, walk, bus	143	
			1,140
13 Mile	Auto, walk, bus	1,960	
			2,750
12 Mile	Auto, walk, bus	1,655	
			3,401
11 Mile	Auto, walk, bus	479	
			3,552

SOURCE: The Corradino Group of Michigan, Inc.



Findings (cont.)

- Rapid Transit doesn't eliminate the need to add a lane to I-75
 - ✍ **I-75 congestion is not relieved**
 - ✍ **Riders on Rapid Transit who may be diverted from I-75 are quickly replaced on I-75**
 - ✍ **Oakland County residential development is too dispersed**
 - ✍ **Many I-75 trips begin and end in Oakland County**



HOV Alternative

- Examined from 8 Mile to Genesee County line
- Tested for feasibility during afternoon peak hour on I-75 (northbound)
- Requires 2-occupants or more





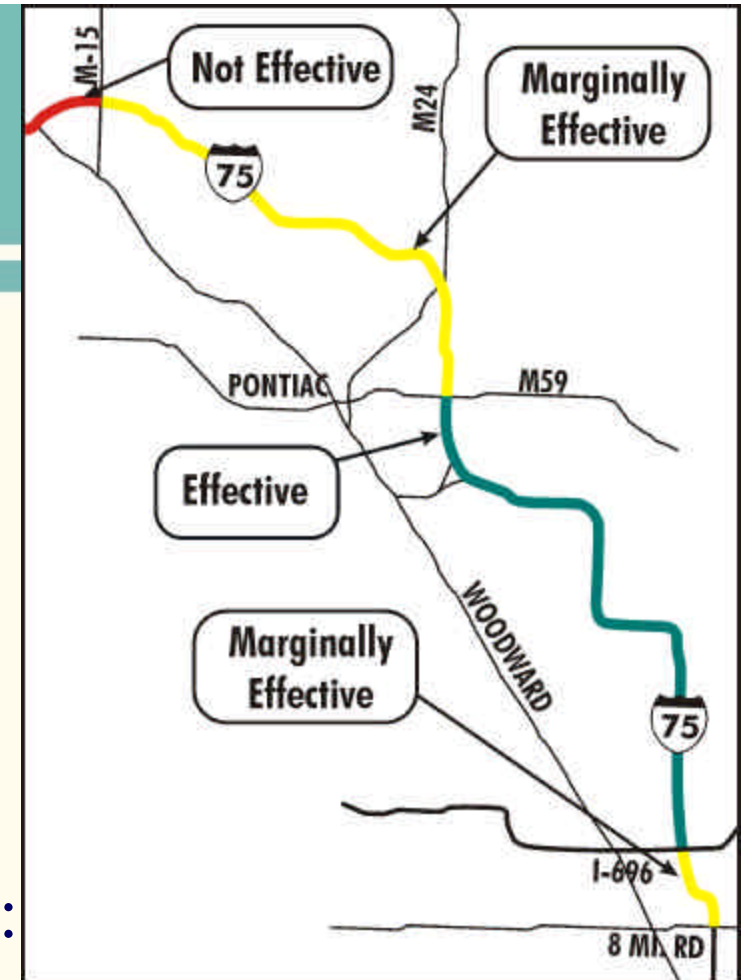
HOV Industry Standard Tests

- At least 700 vehicles per hour in HOV lane
- More people served by HOV lane than adjacent general purpose lane
- One minute per mile time savings
- Comparison of add HOV versus add general purpose lane for total I-75 people served by all lanes



Findings (cont.)

- HOV lanes (2-plus) should be analyzed further
 - ✍ Most effective between I-696 and M-59
 - ✍ Marginally effective between:
 - 8-mile and I-696 and
 - M-59 and M-15





Next Steps

- Meet with SEMCOG and Federal Highway Administration
- Conduct Scoping Meeting
- Conduct Additional Analysis of HOV
- Report Results



I-75 Oakland County Planning/ Environmental Study